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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

# TORQUE TUBE



VOLUME XIX • NUMBER 2 • NOVEMBER/DECEMBER 2000





# The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

## Dear Members:

Holiday Greetings from Dug Waggoner (#10) and myself from the San Francisco Bay area. Dug is our Art Director and responsible for the nice look of this magazine. We send you our best wishes for the New Year.

Our membership is down from the record high of 642 paying members as of August 31. Our membership now stands at 535. This is always the way it is after renewal time. Two thirds renew and one third do not. Some have sold their cars or do not plan to renew, but most have just forgotten. I will send them a reminder letter in January.

We made a mistake on the cover of the last issue. The volumn number and date read:

**VOLUME XVIII NUMBER 6 JULY/AUGUST 2000**

It should have read:

**VOLUME XIX NUMBER 1 SEPTEMBER/OCTOBER 2000**

We have printed and enclosed a corrected "patch" for you to use. Please use this to make this correction to your copy. Torque Tubes mailed out after the first mailing in late October have already been corrected. We apologize for our error.

The 1937/38 Buick Story has just been published by **Walt Bruegger** (#1444), one of our members. The 124 page book contains over 100 original ads Buick used to publicized their cars. The book also covers the course of events which would go on to make these two model years among the most desirable to Buick collectors. If you're

interested, the book costs \$30 postpaid in the US. Add \$5 for foreign orders. To order, send check or money order to Walter Bruegger, 2432 Bridwell Way, Hayward, CA 94545.

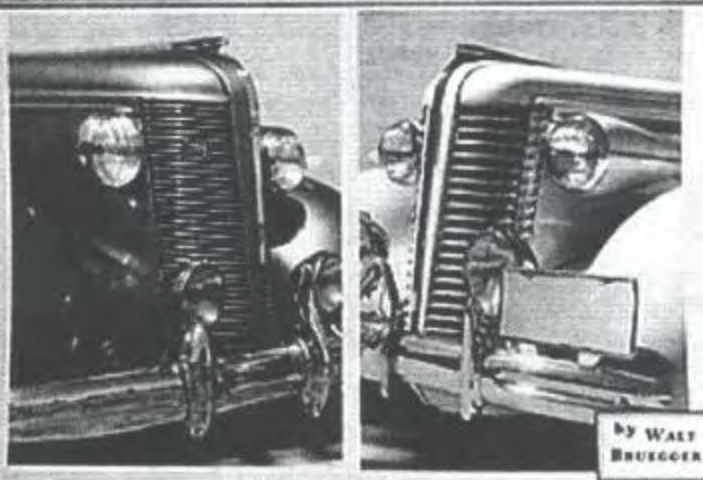
For those members who live in the San Francisco Bay area, the **Howard Jones Battery Company in Belmont, CA**. Phone: (650) 591-1726. will give a discount on 6 volt batteries for our old cars. Tell them you're with the Buick Club (BCA or 37/38). They charged me \$72. plus tax for a size 2E, 40 months, 650 amp battery. Call first to make sure they have your battery size in stock.

When I picked up the battery, I spotted a 1937 Buick Special Sport Coupe with jump seats Model 465 in a nearby garage. It had a 1936 steering wheel with an ivory colored horn button and was painted dark gray, its original color (Paint No. 505). It was an early Flint assembled car with Body Number 33. The firewall data plate had the date of manufacture filled in, 11-23-36. **Bob Lawrence** (#653)-Ohio's 1937 sedan was assembled one day later on 11-24-36. These are the only two Buick data plates I've ever seen with the build dates filled in.

While coming out of a castle last September in the small

German town of Wewelsburg, I spotted this cute red English sports car whizzing by. The car had German license plates, but also English ones. The driver and passenger were wearing aviation style leather caps and goggles. What a sight! Everyone stopped

## THE 1937/38 BUICK STORY

INSTANT  
MAGIC

# TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



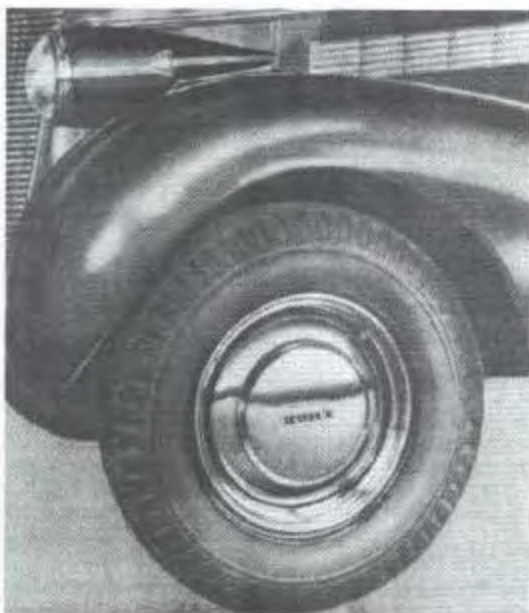




what they were doing to take a look!

Buick offered these chrome wheel rings on 1936 and 1937 Buicks. They are listed in the 1937 Accessory catalog, but not in the 1938 one. I believe they did not sell well and were dropped for 1938.

This is what the 1936 rings looked like (top of page 3). They had clips on the back that snapped into the holes in the steel artillery rims used that year. Thanks to **Greg Field** (BCA #1) for letting me photograph his ring at the **BCA Western Regional Meet** in Sacramento, CA last September.



The next photo shows an attractive dark blue 1937 McLaughlin Roadmaster Model 81 belonging to **Nigel Leedham** (#1498) in British Columbia, Canada.

This beautiful brown 1937 4-Door Slant-Back Sedan Model 47 belongs to **Lewis Jenkins** (#1085) in North Carolina (middle photo). It was photographed by **Gene Stewart** (#1457) when he visited Jenkins Restoration Shop last year.

**Jim Terruso** (#816) in Massachusetts has been rebuilding the engine of his 1937 Century sedan. (bottom photo) The engine was bored .030 over. He used a '39 Buick cylinder head

## TORQUE TUBE

**You can now find your '37-'38 Buick Club on the World Wide Web:**

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

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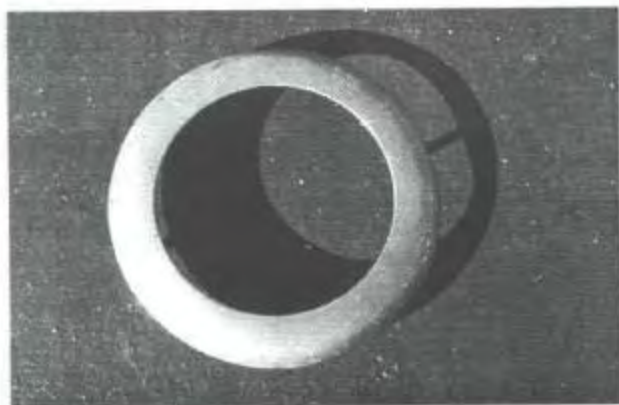
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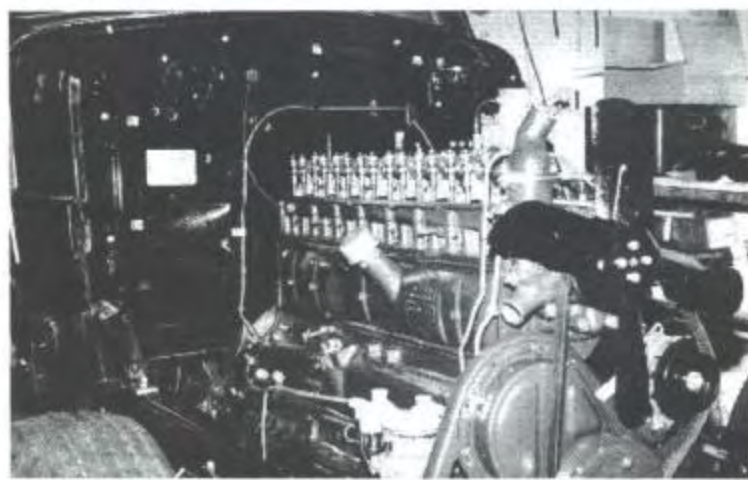
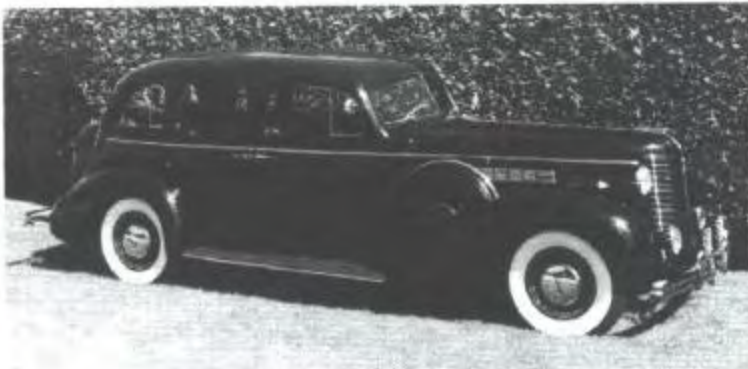




with dome pistons. Insert bearings were installed and the engine was balanced. He also used a '52 Buick oil pump for more flow. Jim says the engine runs quiet and smooth!

**Irv Heckert** (#940) in Pennsylvania sent this photo of his 1937 Special Sedan Model 41. (top of page 4) He recently started restoring it. The wheels are sand blasted and painted. He got a local Amish buggy maker to do the wheel pin-striping. Then he installed a new set of Firestone Champion wide white-wall tires and tubes. Hopefully Firestone won't recall his new tires because of tread separation!

Brothers **Doug** (#51) and **Marshall** (#370) **Nelson** in Salem, Oregon, have owned these two cars (bottom of page 4) for years. Doug restored the black '38 Century Coupe



and Marshall the red '37 Roadmaster Phaeton. They are a familiar sight in the Salem area.

Last September these two sidemo-unted '38 Special Model 41 Sedans took part in a community parade in Newark, CA (San Francisco Bay Area). That's **Mark Garcia's** (#1390) blue sedan leading the way followed by **Don Howell's** (#559) dark gray one. (top of page 5) After the parade, they both drove over to the Buick dealer in San Jose to display their cars along with about 20 other antique cars from the local Buick Club. I was impressed by a Buick I had never seen before, a beautiful, long 130" (3.3 meters) wheelbase open 1915 Touring Sedan.

Buick historian **Terry Dunham** in Florida is the co-



author of the book: **BUICK: A Complete History.**

Now Terry needs your 1937 or 1938 Buick frame (serial) number for a research project on our cars which will be published in a future Torque Tube. Every possible serial and model number that can be obtained

will be needed to successfully complete the project. For example: Model 38-46C, Serial No. 13312269. Send to:

**Terry Dunham**

**PO Box 4057 Apopka**

**Florida 32704-4057.**

**E-mail: BuickOHV@aol.com**

Thanks.

Terry was also responsible for organizing the first and second **Buick Club of America (BCA)** National Meets in Flint, Michigan in 1971 and

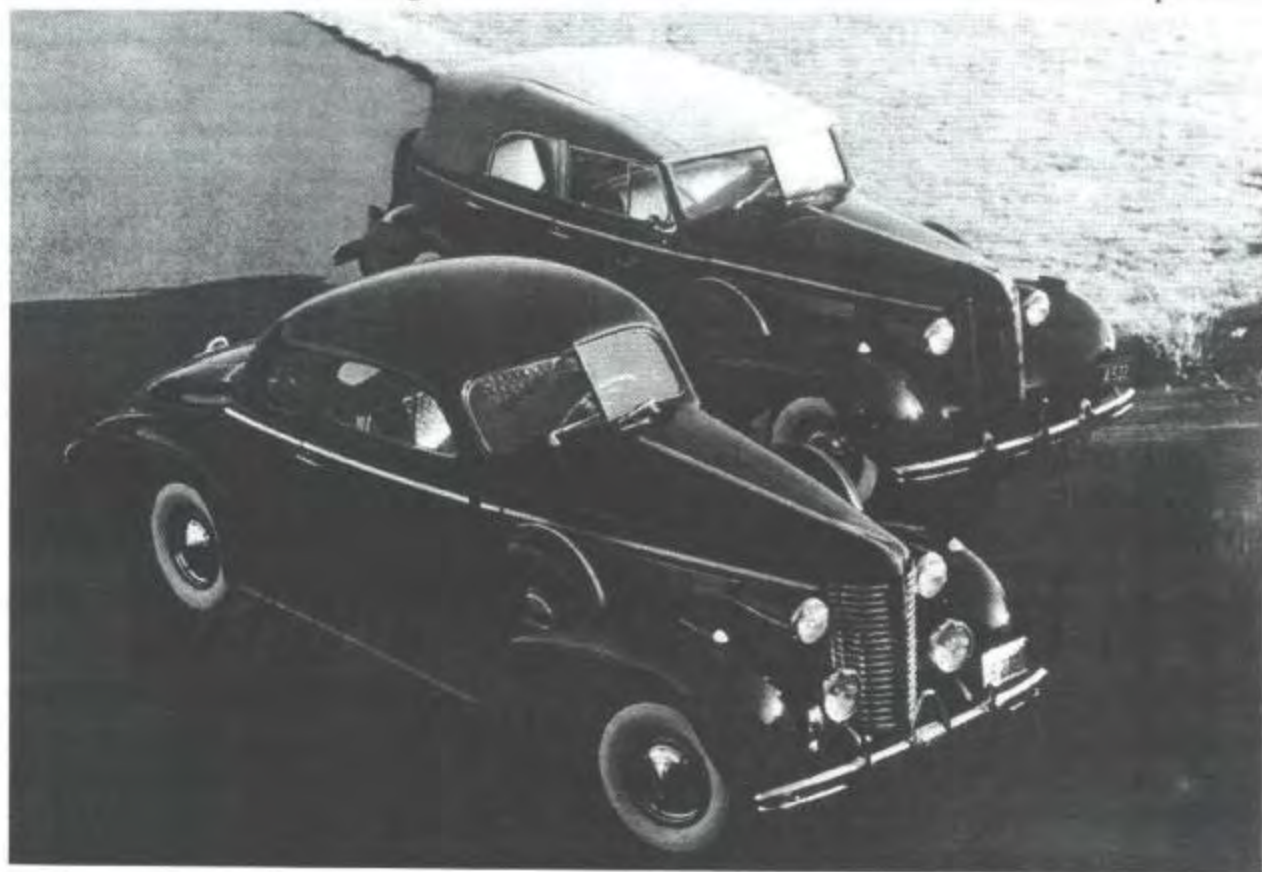


1972. Reflecting back on those days long ago, Terry writes:

"The 1972 Flint Meet was the second Flint National (actually any kind of a national period) for the Buick Club. My wife and I had organized and directed the very first one a year earlier from

our home in California. As I look back over the years, I simply do not understand how we were able to accomplish what we did, especially in 1971."

"There was virtually no one to help us. The Buick Town chapter did not exist. We flew back with a dream that was a lot more art than science, and managed to pull the thing off. We recruited judges on the spot. Since the Buick Club had no judging form, we used an AACA form that had been filled out in ball point on a car that had been judged some three weeks earlier. One of the secretaries at the Buick Public Relations Department





took the form, used whiteout on all the ball point numbers and vehicle information, and ran 200 photo copies. They were used as the first judging forms. Ah me, when you are young, you just plain don't know that it can't be done!"

This 1937 dated Hindenberg pennant was sold in Lakehurst, NJ as a souvenir of the arrival of the German airship. Unfortunately this arrival was not to be. The airship exploded, probably due to static electricity the flammable hydrogen in her airbags. I purchased this pennant at a local antique show. I plan to display it with my '37 Century coupe at a future car show.



Recently the doorbell rang and when I answered it there was José and Stella Pardo (#558) from Cali, Colombia in South America. This photos shows my wife Margo, José and Stella behind my '38 Century coupe. On page 6 is José's recently painted



and  
drogen in her  
this pennant at a

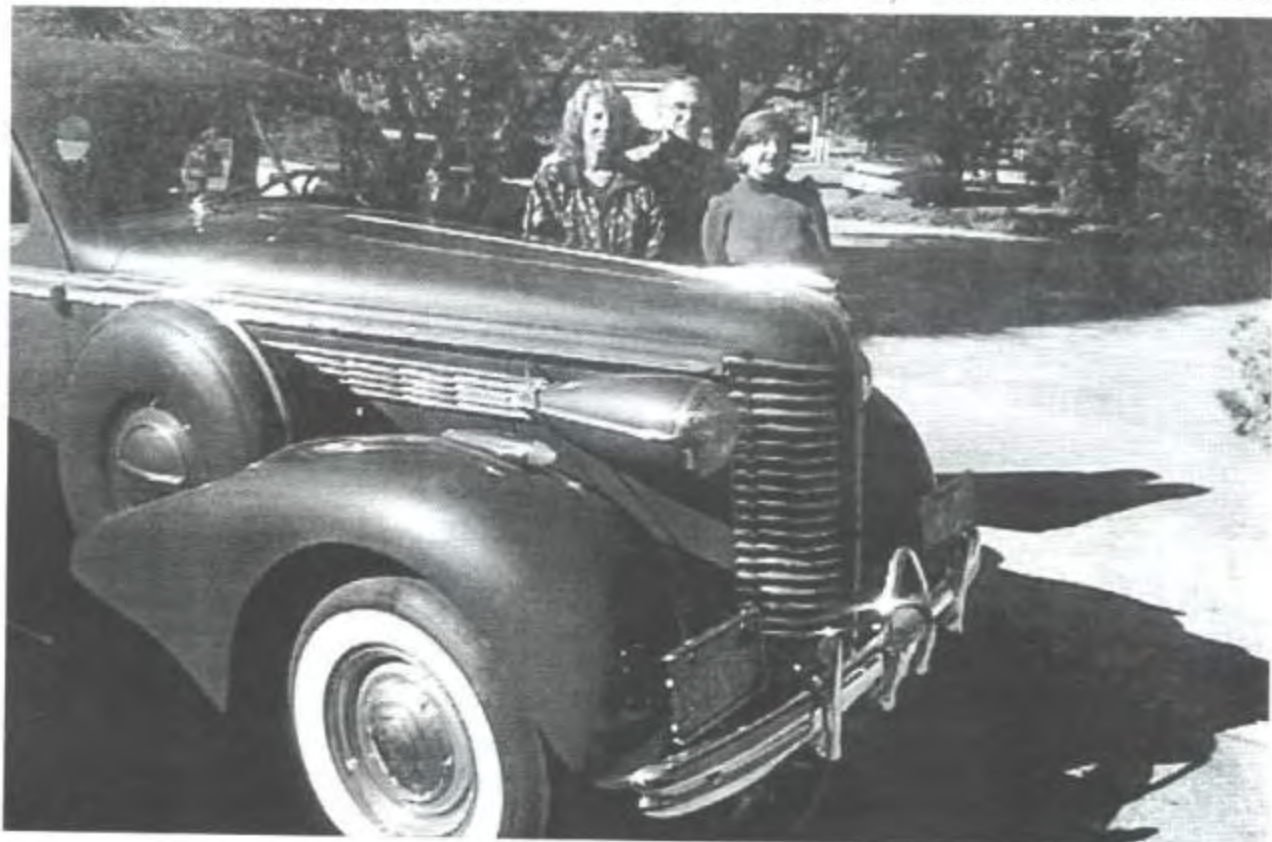
1937 Special Sport Coupe Model 46S that he purchased from

**Dave Tacheny**

(#997). The car is now

painted Sudan Blue, a light blue color that looks especially beautiful on coupes and convertible coupes. The car is shown at the National Museum of Transport in Cali, Colombia. That's José's AT6-D Texan Trainer WWII airplane behind the car.

This photo of a 1937 Flxible Buick Ambulance appeared in the book "Classic American Ambulances" by Walt McCall and Tom







McPherson, published by Iconografix, 1999. Apparently the Flxible company was quite fond of Buick chassis as there are quite a few Buicks in this book. The photo caption reads: "A proud owner takes deliver of his new 1937 Flxible-Buick Ambulance at the Flxible factory in Loudonville, Ohio. The Flxible ambulance body is mounted on a 1937 Buick Special chassis. Note the dazzling white paint job which is complemented by the extra-cost white sidewall tires and the fog

lamps mounted on the front bumper."

**Keith Korb** (#1025) in Springfield, MA is the **Buick Club of America (BCA)** Technical Advisor for 1937-38 Buicks. He says he gets quite a few e-mails from countries all over the world. Thanks for supporting 37/38 Buicks Keith.

He has also been busy with a new museum he opened in Springfield. Its dedicated to automobiles built in Springfield MA and also transportation related items. Its keeping him busy. The mu-





seum is called the **Duryea Transportation Society Museum** and it's located at 25 Mill Street Springfield, MA 01108. All our members are welcome to stop by.

**Gene Mousel** (#1432) in Tacoma, WA recently purchased this dark green with red wheels 1938 Century Coupe from Jeff Truttman in Southern California. He has been fixing a few details and enjoying his new car.

**Jack Provan** (#1307) in Melbourne, Australia reports that in early October, he and some friends drove 500 miles (800 km) to Adelaide to attend the Bay to Birdwood Car Meet. He drove his '38 Holden-Buick Century sedan (below). The others drove a '41 Packard, '41 Buick coupe and a '68 Buick convertible coupe. It took 2 days to get there. They spent 3 nights there and with 1,600 other cars traveled 30 miles to the Birdwood Mill. It was a great day to be with so many other old cars. The following morning he and his friends returned to Melbourne along the coastal road. They spent 3 nights at popular resorts along the

way. Great weather and good company made for an enjoyable trip.

The **1937-1938 Buick Eastern Club Meet** will be held June 6-8, 2001 in Gananoque, Ontario, Canada. This is on the Canadian side of the St. Lawrence river. The Provincial Inn Motel in Gananoque will be our base

as we explore some natural wonders, some Canadian countryside and a little bit of history. We will visit Kingston and tour Old Fort Henry; then move inland to a small artisan village to explore and shop. On our way back we'll stop to view a private mu-

seum, a large collection of toys as well as big boy toys! Finally we'll hit the water, a cruise of the 1000 islands with a stop at a turn-of-the-century castle. Our hosts will be **Bob and Doreen Ward** (#114). Make your reservations directly with the **Provincial Inn** in Gananoque. The toll free number is 1-877-837-7768. Call during office hours, 9-4 EST, and be sure to mention the **1937-1938 Buick Club** to get our special rate of approximately \$42 US plus tax. A block of rooms are being held until April 15.



*Harry*



After over a decade, **Bill Rossitier** (#947) of Riverside, CA has completed the restoration of his 1938 Roadmaster Sedan. The light gray Roadmaster won first prize at the **Buick Western Regional Meet** held in Sacramento, CA in September, 2000.

# A ROADMASTER *Restoration*

By **Bill Rossitier** (#947)-Riverside, CA

My 1938 Roadmaster 4-Door Sedan Model 81 was delivered new in Mexico City where it spent most of its life. After the original owner's death, the car was given to his nephew who lives in the Los Angeles, CA area. The car was then shipped to Tijuana, Mexico on the border with California. The nephew then drove the car from there to Rosemead, CA (*Los Angeles area*) and left it at a friends house.

And that's where I first saw it one day in 1989 while driving to work. The car was painted white and inside a fenced yard with a guard dog. So I couldn't just walk up to the door to inquire about

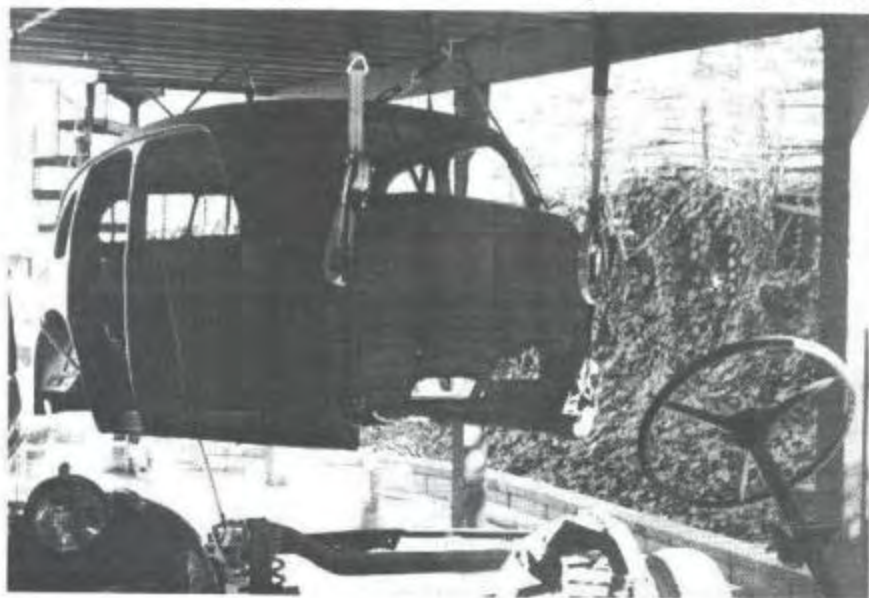
it. I worked for a Title Insurance Company, so I was able to get the home owner's phone number. He was quite helpful because he rented the house and wanted the old car off his property.

By calling the renter, I was able to get the car owner's phone number.

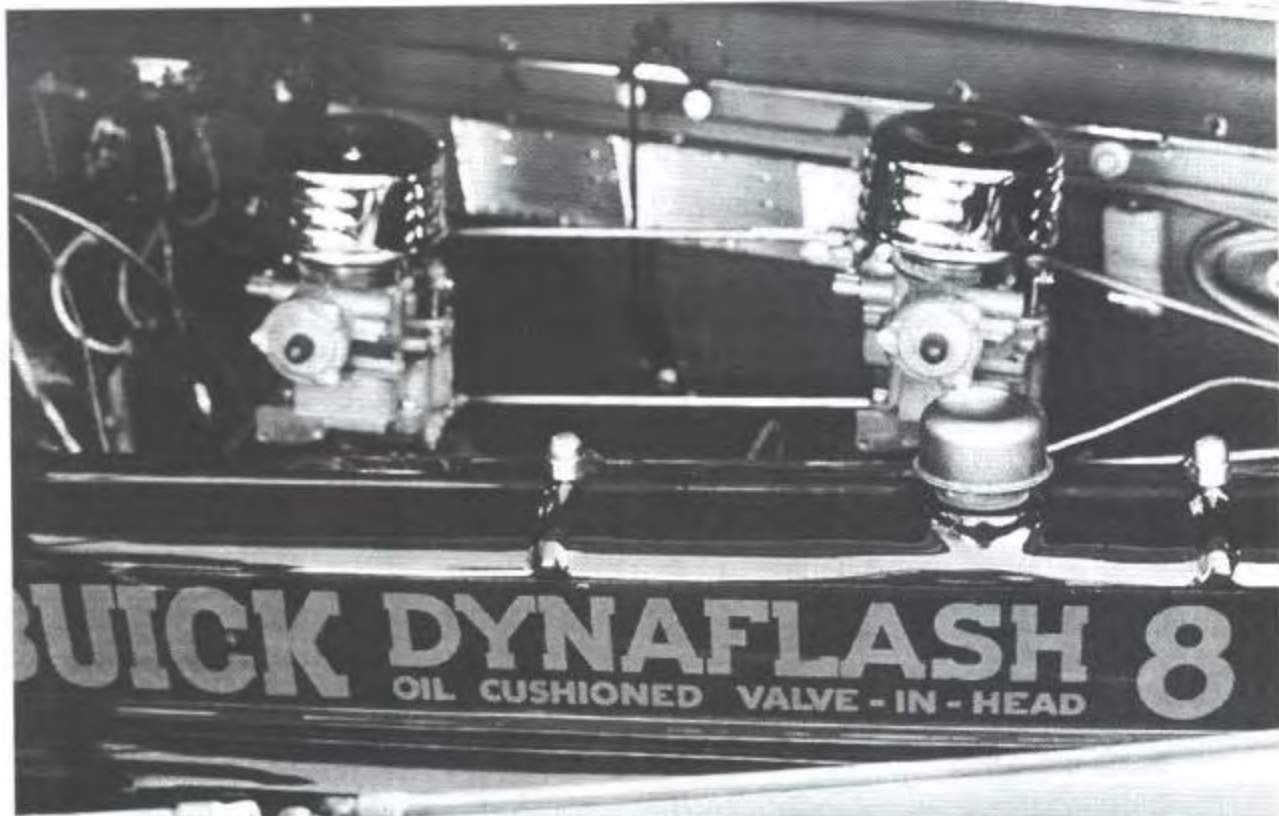
After several weeks of negotiations, we agreed on a price and I became its third owner. It had rust

in the trunk, doors and rocker panels and the motor needed rebuilding. And many of the parts were missing.

Luckily I knew **Frank Guildner** of Sunland,







CA had a '38 Roadmaster parts car. **Greg Field** (BCA #1) also supplied many hard to find parts. And of course I got a lot of parts help from **Dave Tacheny** (#997) in Minnesota.

The car had a body-off-the-frame restoration. The engine was rebuilt by **Gerry** (pronounced Gary) **Duttweiler** in Ventura, CA. Actually, he rebuilt the first engine rebuild that was badly botched by a local machinist. In fact, a large part of Gerry's business comes from correcting and cleaning up the work of others. He's an expert on rebuilding Buick engines and did an excellent job!

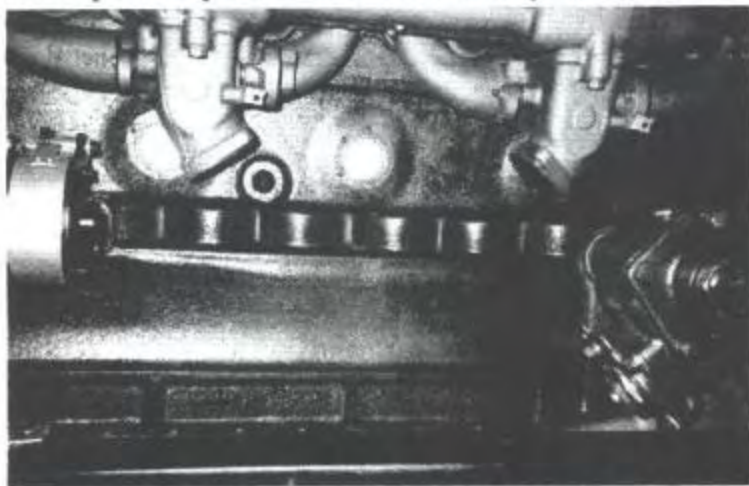
Gerry also engineered a full flow oil filter installation. A Gano coolant filter was added (as suggested in Vol. XII, No. 6, July/August, 1994 TT). Dual intake and exhaust manifolds with tandem dual 1953 carburetors, dual point ignition, later timing chain cover with neoprene instead of rope seal were also installed.

Machine work on the engine included head milled 100 thousandths (0.1 inch or 2.5mm), block decked (surfaced) 30 thousandths (0.03 inch or 0.76 mm) and cylinders bored 30 thousandths (.03 inch or 0.76 mm) over.

**Les Randolph** of **Brocton Auto Clinic** in Riverside, CA was of great assistance. He helped me with rebuilding electrical connections and switches, bending brake and fuel lines, installing door insu-

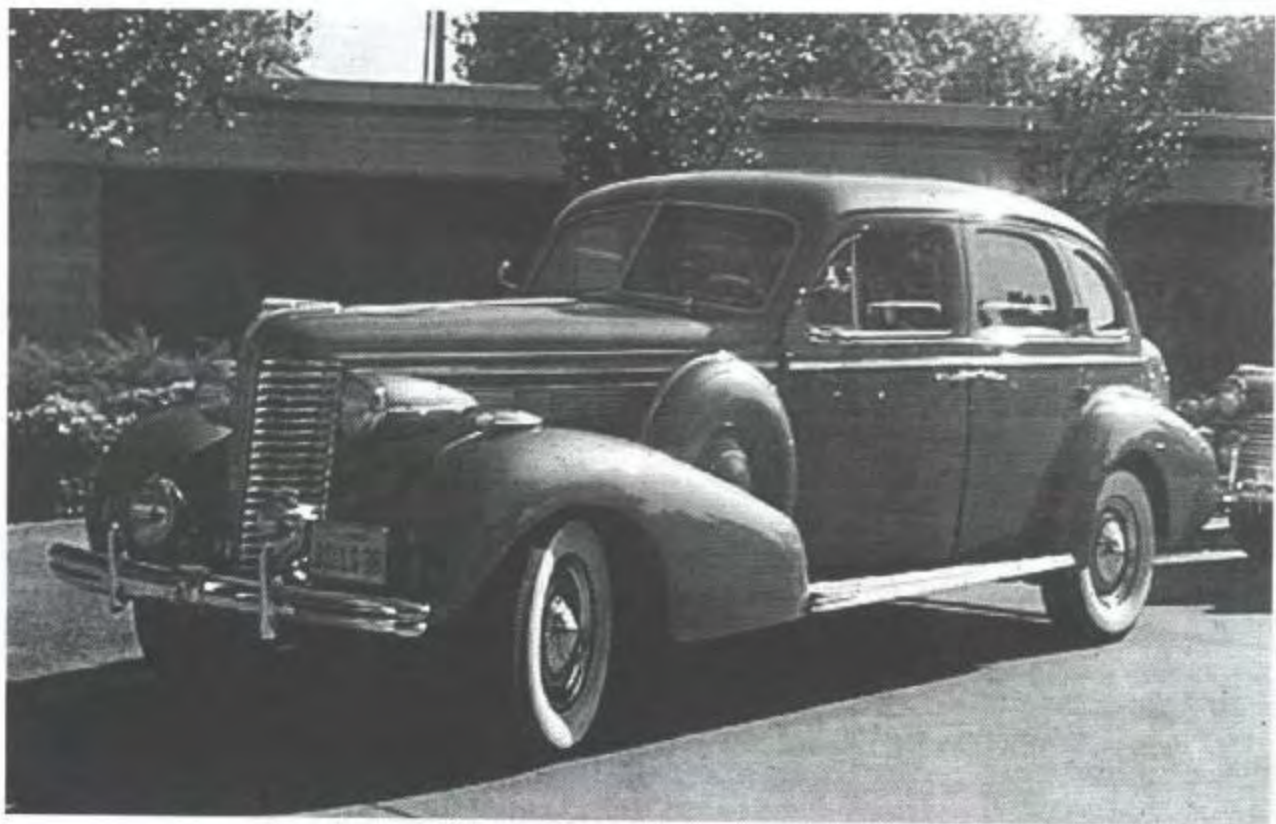
lator rubber and a whole lot of good advice. The light gray Roadmaster won first place at the October, 2000 **Buick Western Regional Meet** in Sacramento, CA. It received 195 points out of a possible 200.

*The car looks beautiful.....  
a far cry from  
when I first saw it  
eleven years ago!*





*My wife Nancy decorated the interior with flower vases like cars in the twenties and early thirties used to have.*



*The car looks beautiful.....a far cry from when I first saw it eleven years ago!*



**I** purchased it around Christmas in 1953 when I was 15 years old. My dad drove Buick Centurys and loved to be challenged, especially on Western Maryland mountains. It was many years before anything was built that could out-perform a properly prepared Century.

My dad was strict and certainly wouldn't allow me to hitchhike. He worked for the Maryland State Highway Dept. and was responsible for road conditions. One snowy Saturday morning my father was out checking on the roads. He phoned to tell me a used car lot in Cumberland, MD had a 1937 Century Convertible for sale. I replied: "How can I get there?" To my amazement my father said hitchhike a ride. Believe me, I did immediately.

I bought the Buick. The firewall data plate says it's Body No. 137, Paint No. 503 Maroon and came with Red Leather upholstery. The car

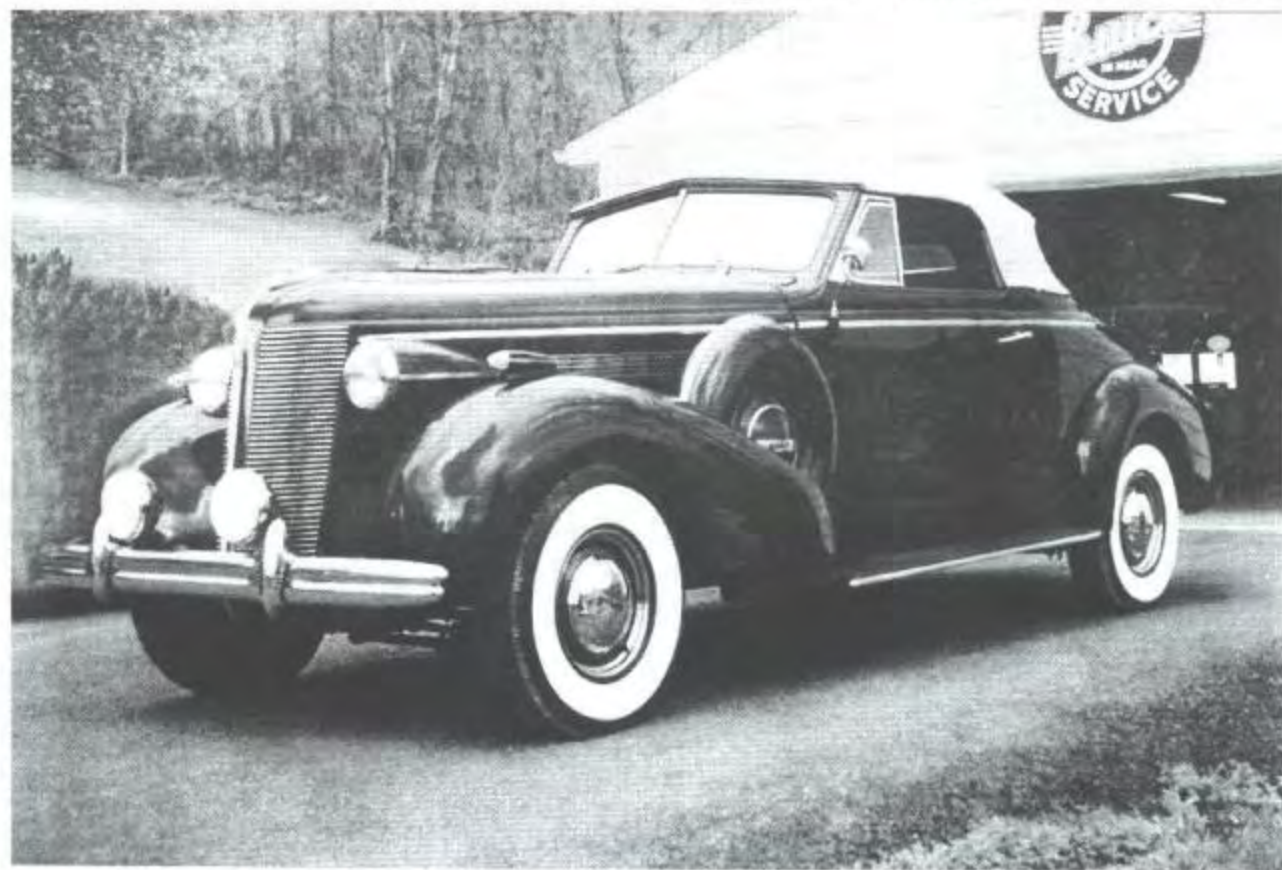
# My OLD FRIEND

By Charlie House-Maryland

(ED: Thanks to Charlie House in Maryland for this story. Last year he sold his '37 Century convertible after owning it for over 46 years!)

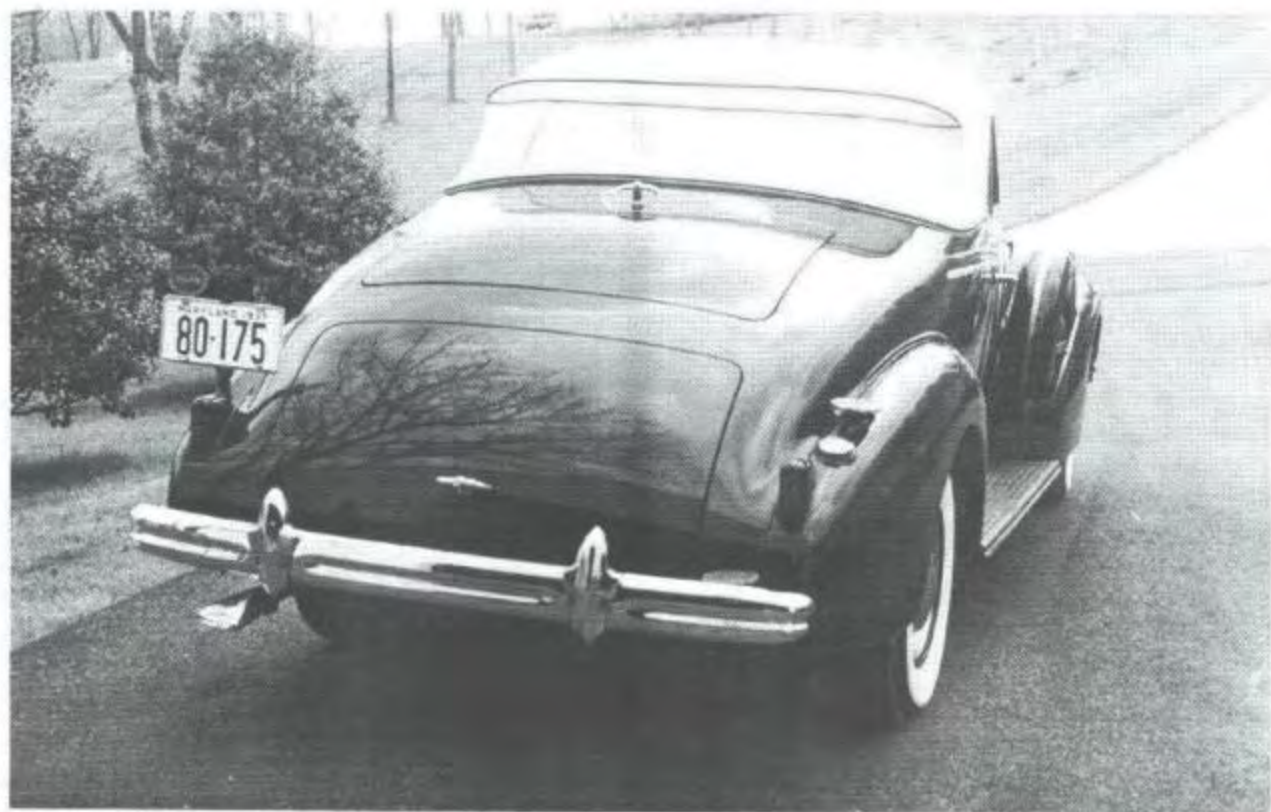
still has the original red leather.

My home was out in the country and many of the roads were unpaved. I drove it occasionally without a license until I graduated from high school in 1956. At that time I was 17, left home, and went to work in Baltimore, MD leaving my Buick covered at my parents home. I started restoring it in the 1960's, but became side-tracked



*I owned this maroon 1937 Century Convertible Coupe Model 66C for over 46 years.*



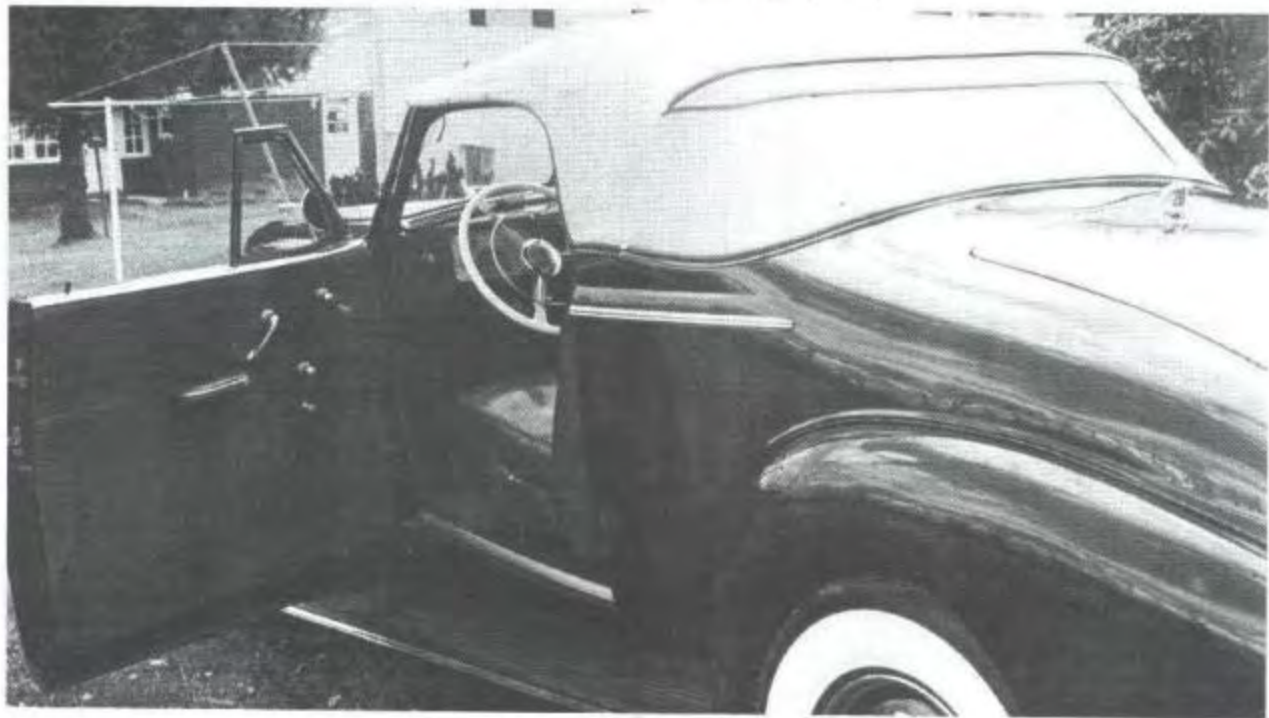


with Studebaker Speedsters, Hawks and Avantis."

In the 1970's I started restoration again, this time removing the body from the frame. Not much mechanical restoration was needed because it still only has 87,000 miles on it. I rebuilt the suspension, replaced the clutch assembly, valve job, timing chain and of course the brakes

and a new wiring harness.

It was refinished and finally assembled in the mid 1980's. It was repainted with maroon lacquer. The top is Hartz (*tan*) with maroon piping. Stainless moldings are original. Bumpers, guards and top bows were re-chromed. The restoration is holding up very well.



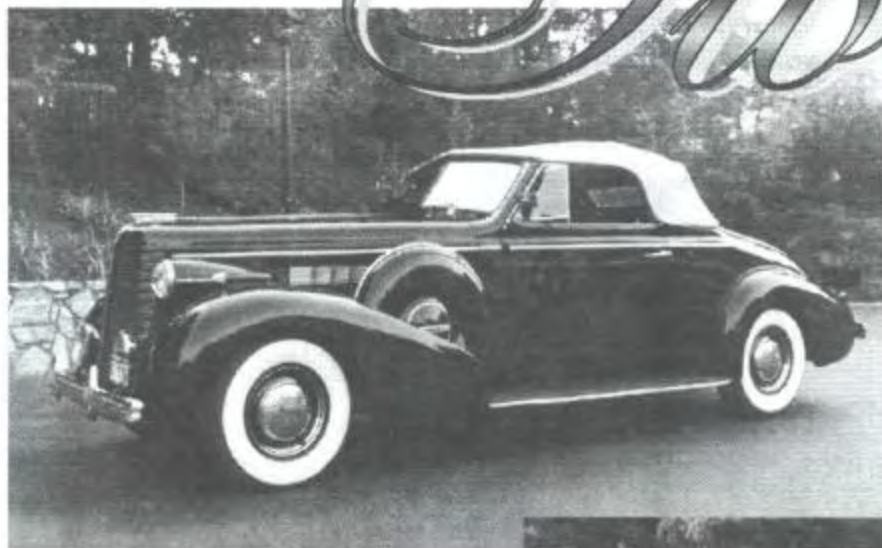


I have owned many antique and special interest cars, most of them 1935 to 1987 Buicks. In fact the 1936-46S Sport Coupe in the North Dakota Highway Patrol Museum in Bismarck was previously

mine. There has to be something significant about a car like this '37-66C that makes you keep it for over 45 years. Those early Buick Century's were cars with personality and performance!



# The Twin



ED: **Von Hardesty** (#964) in Alexandria, Virginia owns a nearly identical '37 Century convertible with Body No. 796 (*Charlie's* was No. 137). Von's original paint and interior was also maroon with red leather.

He purchased it in California about 10 years ago and has traced the ownership back to the 1950's. He even had a visit from the then owner who filled him in on some of the car's history including being used for racing! (Note: '37 convertible coupes originally came with a rear window with a vertical bar in the center).



# MY BROTHER'S '38 CONVERTIBLE

By Harold Cohen (#1322)-Englewood, CO



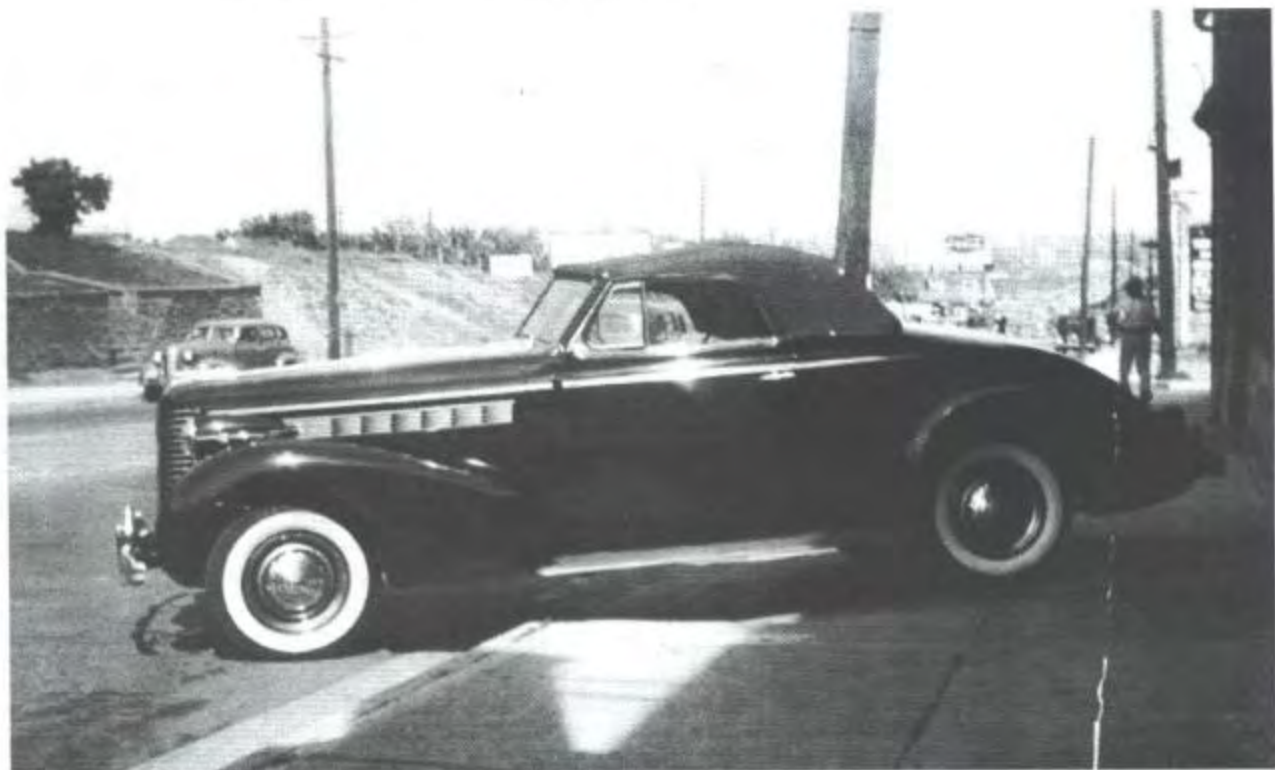
Here I am leaning on my older brother's 1938 Special Convertible Coupe Model 46C. He bought it from the son of the owner of the Denver Buick Company when it was only a few months old. The black car came with red wheels and a red stripe on the top of the doors where you rest your arm. It also came with a tan top and the accessory grille guard. Note the shape of the original rear window. It's like the '37 window except without the vertical bar in the center. The back of this photo is dated June 16, 1938 as shown in the inset above.



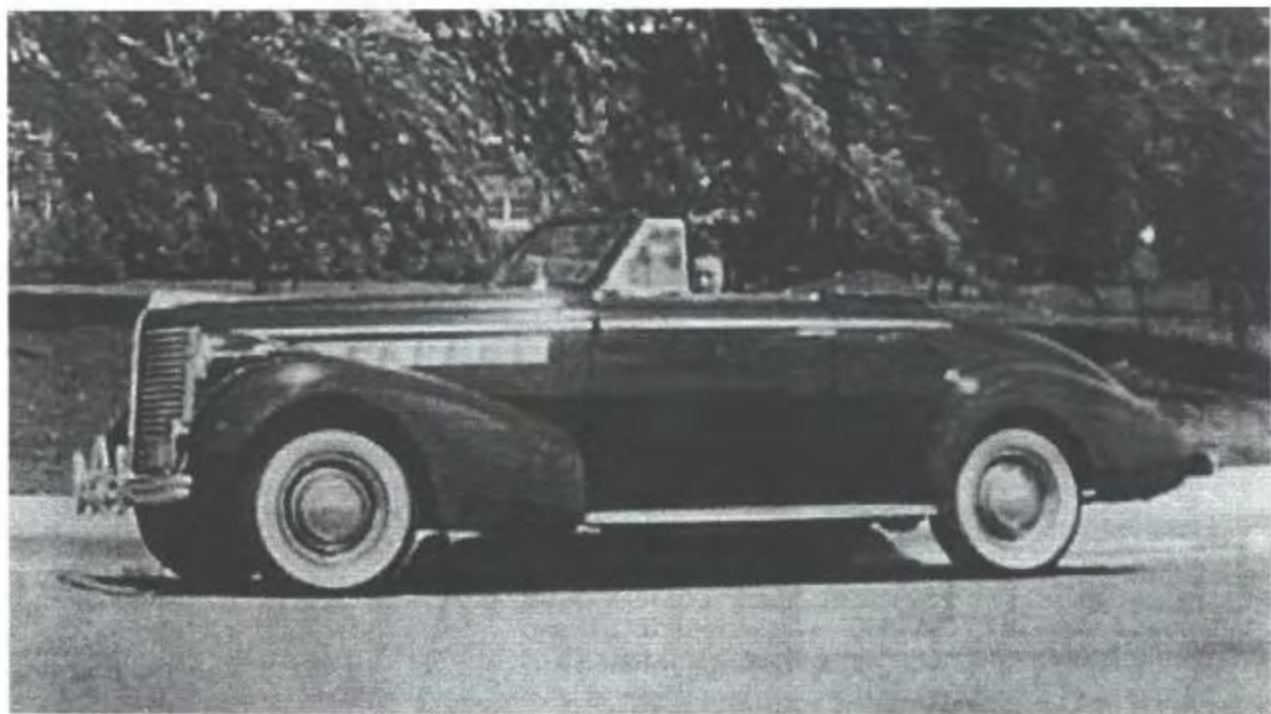
Here I am again leaning on a '38 Buick Special Convertible Coupe. Only this one belongs to **Harry Logan** (#651) in Los Altos, CA. I visited him on a recent trip to San Francisco. We took a cruise around his neighborhood and riding around in a '38 convertible brought back a lot of memories!



*The back of this photo is dated June 16, 1938.*



*When my brother went into the Army in 1942, I got the car. One day while backing up, I hit a water faucet on the side of our house and put a deep crease in the passenger side door. It was repaired and repainted for \$15! After my brother returned home from the army, he traded the '38 Buick in on a new 1946 Chrysler coupe.*



*My sister also used the car. She is short and could barely see out. While driving the car, she was hit by a streetcar. The damage came to \$125. When she got her insurance check, she bought herself a fur jacket instead of fixing the car!*

# 1937 & 1938 BUICKS SEEN AT HERSHEY

By Andy Diem (#852)-Washington, DC



*This 1937 Special 4-Door Slant Back Sedan Model 47 was driven to Hershey and hopefully home.*

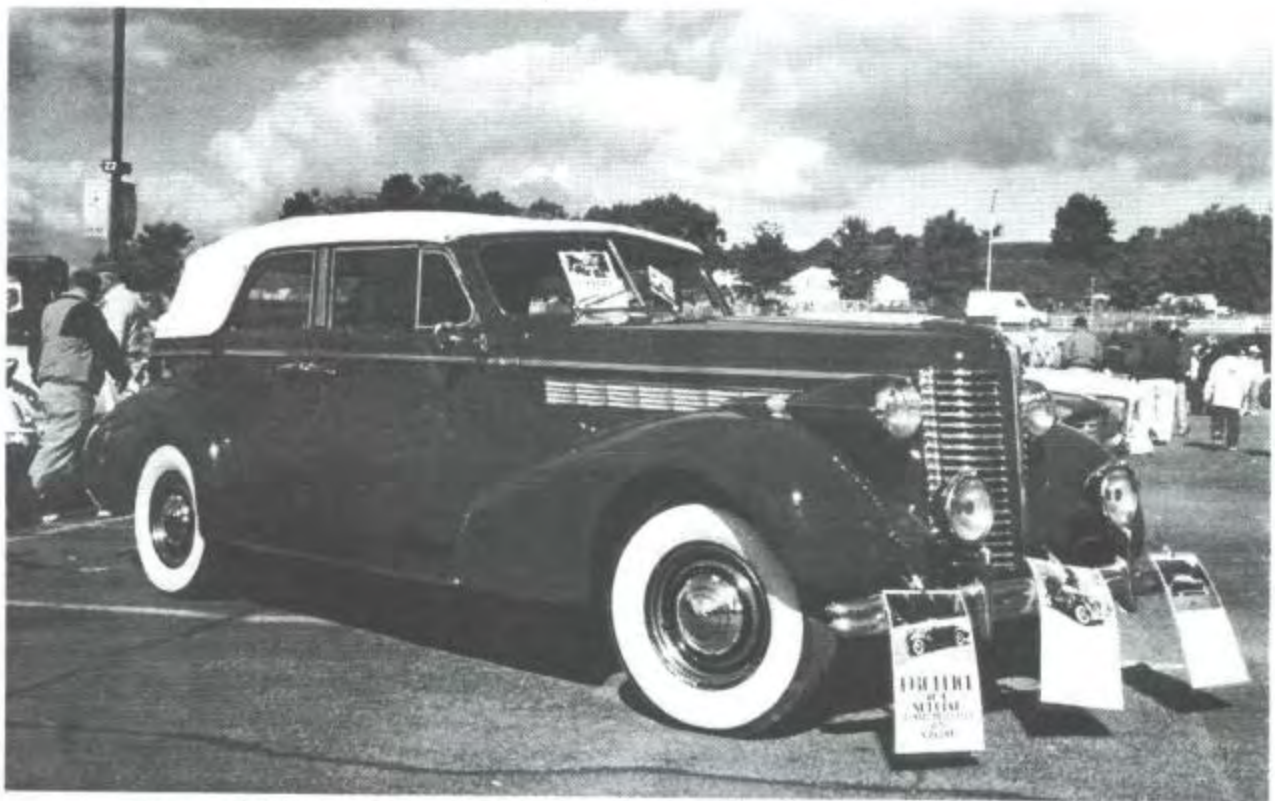


*I am not certain if the roof rack is an original option. Looks like the radio antenna is a later addition.*





*This 1937 Century Convertible Sedan Model 60C had a beautiful older restoration. It sold at Hershey. Hopefully the new owner will join our Club.*



*This red 1938 Roadmaster Convertible Sedan Model 80C was offered at \$35,000. It was also for sale at last year's Hershey.*





## Technical TIPS

# 1937 & 1938 BUICK HEATERS

By Harry Logan (#651)-Los Altos, CA



Buick offered two hot water heaters, a Master and DeLuxe model in 1937 and 1938. Shown above are the 1937 DeLuxe and 1938 DeLuxe heaters. This 1938 heater also has the extra cost defroster motor installed on top.



This '37 Deluxe heater had a radial core while the Master heater had a smaller flat core, a smaller case and about 10% less heat capacity than the DeLuxe model. It's recommended for coupes or cars in moderate climate areas.

Notice the plate on top. Remove it to attach the defroster which cost extra. If you have a heater and want the defroster, you'll need to buy a defroster motor. '37 and '38 defroster motors are not interchangeable, so be sure to get the correct motor for the year of your heater. A '37 defroster motor will fit either the '37 Master or DeLuxe model. A '38 defroster motor will fit either the '38 Master or DeLuxe Model.

## Install a New Buick Heater

*before the first frost*

\* Two new, improved Buick heaters, for the 1936-'37 season, are now available. New type construction, advanced features, and greater efficiency make these the finest heaters we have ever offered. The quicker, quieter summer warmth of either will be just as welcome during the fickle frosts of fall as it will be next winter. Drive in today, drive out equipped for any drop of the mercury.

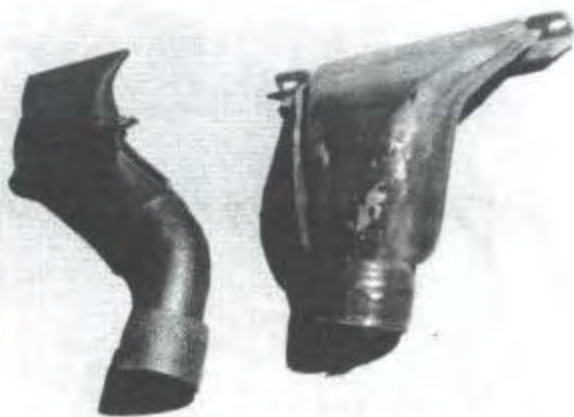


New Buick "De Luxe" Heater, \$10.75. New radial core construction gives unusually high heating capacity. Compact round unit. New deflection and heat window opening provides better air circulation. New variable speed control gives softly white heat as it is turned on. Improved fan and motor—quieter, with hot battery drain.



New Buick "Master" Heater, \$11.35. Same high quality and advanced features as "De Luxe," but with flat instead of radial core. Slightly lower in heat output. Ideal for coupes in any weather. See us—needed for all cars to meet moderate climates.

This 1937 heater ad shows both the Deluxe (top) and Master heaters. Between the two plastic knobs is a chrome strip with either Buick Master or Buick DeLuxe on it. The plastic knobs allow you to swing out the two doors to aim the heat.



And you'll also need to buy a pair of defroster ducts like these. The '37 duct is on the left, '38 on the right.





In '37, part of the duct mounted on the top of the dashboard (above) and directed the hot air to the bottom of the windshield. The lower part mounted under the dashboard where the hoses from the defroster motor attached. I have seen various other typed of '37 ducts but these were the factory ones. Some '37 Buicks only have the driver's side defroster.

On '37 Special and Centuries, the deflector part of the '37 duct that mounts on the top of the dash was painted dark brown like the steering column, ashtray, map light cover and radio plates. I believe the '37 Roadmaster and Limited

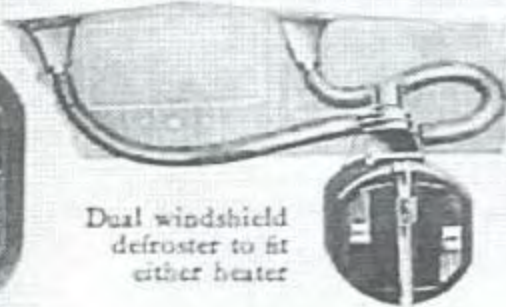
deflectors were painted the color of the dashboard, either black, light gray or mahogany. The ducts shown were on an un-restored '37 Limited and were light gray like the dashboard.

If the '37 Buick was ordered without a defroster, two woodgrained snap-on tops were used to cover the two long rectangular slits in the top of the dashboard where the hot air comes out.

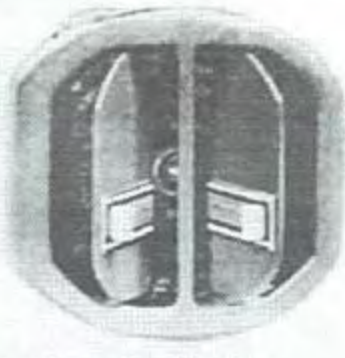
In '38, the hot air came out two openings at the bottom of the windshield garnish molding, one for the driver and one for the passenger. So no deflector ducts were mounted on top of the dashboard as in '37.



**Buick De Luxe Heater**



**Dual windshield defroster to fit either heater**



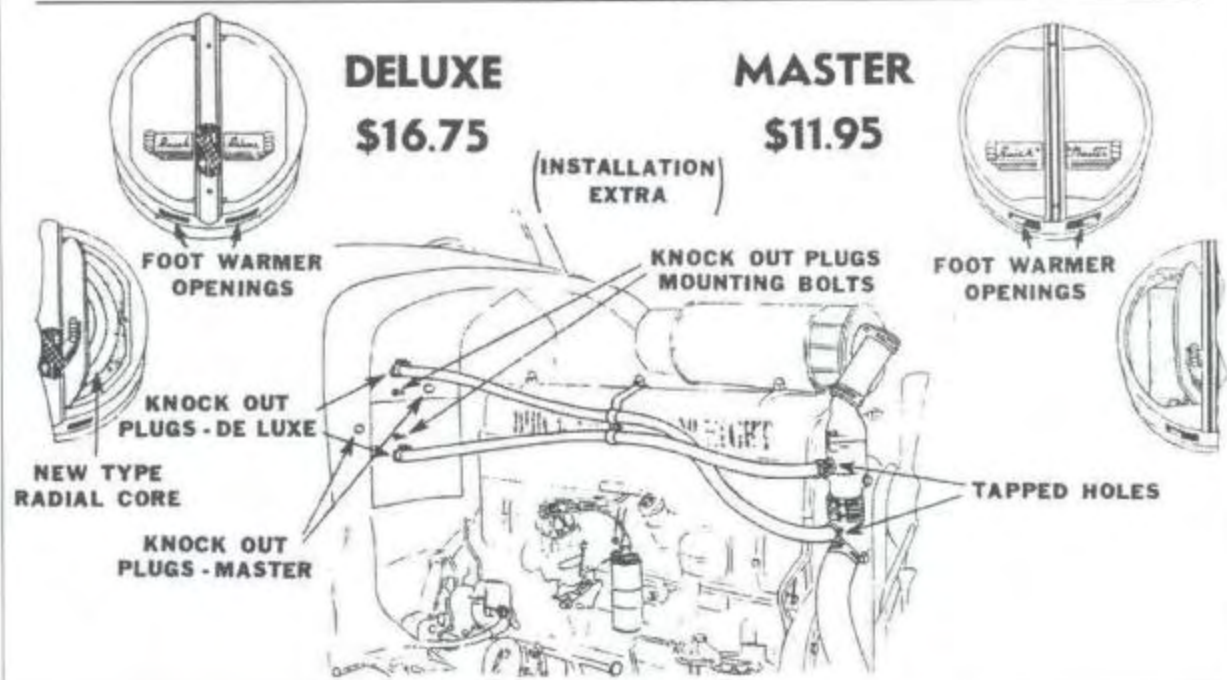
**Buick Master Heater, same style and quality, but somewhat smaller; recommended for milder climates**

But you still need ducts under the dashboard for attaching the flexible defroster hoses as shown in this ad.

# HOT WATER HEATERS

(ACCESSORY)

## BUICK



This is how the '37 heater was installed. The '38 was installed in a similar manner. Note the foot warmer openings under the heaters.



The heater and defroster variable speed switches mount under lip at the bottom of the dashboard. I believe the heater and defroster switches on the right with ivory colored knobs came with Buick heaters. They have a #51 light bulb in them and light up when on. They mount through holes in the lower lip of the dashboard. The shape of the knobs are different so you tell if you're operating the heater or defroster. I've also seen mahogany colored heater switches. They mount differently and hang several inches below the bottom of the dashboard. The switches on my '38 Special and Century mount to the left of the steering column in easy reach of the driver.

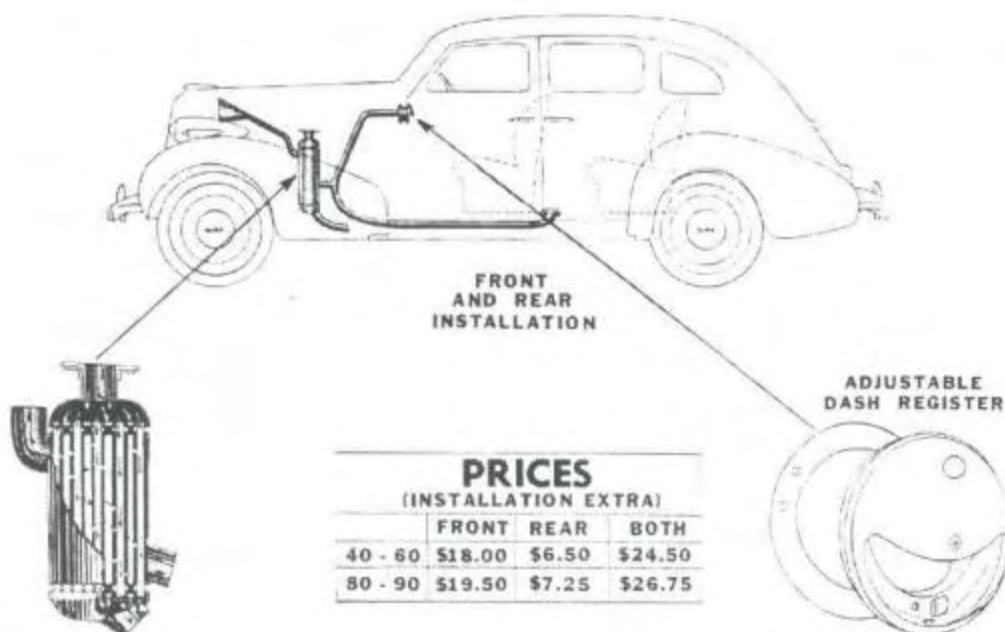
One member reports seeing two unrestored '37 Roadmaster's with the variable speed switch for the heater to the left of the driver and the defroster switch at the other end of the dashboard. This location would make it difficult for the driver to operate and may not be factory installed.



# HOT AIR HEATER

(ACCESSORY)

## BUICK



FRONT AND REAR INSTALLATION

ADJUSTABLE DASH REGISTER

PRICES (INSTALLATION EXTRA)			
	FRONT	REAR	BOTH
40 - 60	\$18.00	\$6.50	\$24.50
80 - 90	\$19.50	\$7.25	\$26.75

Buick also offered a hot air heater in '37 & '38. They were for very cold climates. Fresh outside air, drawn through the radiator, was forced through a heating unit and circulated throughout the interior of the car. It was much less popular than the hot water heater. My Accessory List indicates the hot air heaters were "Only available for direct shipment from Factory at Buffalo."



## The 1937/38 Buick Story



Welcome to 24 months of power-packed drama when new 1937 and then 1938 Buick blazed a path of demand and glory across the America consciousness.

**TOTAL COST:**  
just \$30 per book  
(includes 1st class postage)

FOREIGN  
ORDERS  
please ADD  
\$5 for handling

**TO ORDER:**  
Send check or money order  
for \$30 (per book),  
made payable to  
"Walter Bruegger"

**AND SENT TO:**  
Walter Bruegger  
2432 Bridwell Way  
Hayward, CA 94545

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks. Don't delay, order today!

### YOUR 1937 OR 1938 BUICK SERIAL NUMBER IS NEEDED!

Serious historical researcher needs your 1937 or 1938 Buick frame (serial) number for a research project. Please take the frame number directly off the vehicle as documents are often incorrect.



The 1937 serial number is on the frame just back of the right front wheel.



The 1938 serial number is under the hood on the frame near the starter.

Mail the frame number, the year of your Buick and its model number ie: 41, 66C, 81 or 90L etc., to:  
**Terry Dunham**  
PO Box 4057, Apopka, Florida 32704-4057 • E-mail: BuickOHV@aol.com

Information collected will be used to determine how Buick assigned serial number blocks in 1937 and 1938. Conclusions developed will be summarized and shared in an article to appear in a future Torque Tube. Every possible serial and model number that can be obtained will be needed to successfully complete the project. Thanks!

**TERRY DUNHAM-BUICK HISTORIAN**



## **WELCOME** *New Members*

William Malloy (#1539)  
64 Jean St.  
Framingham, MA 01701  
38-66S

Don Smith (#1540)  
30 Harrison Heights  
Selah, WA 98942

David Corsi (#1541)  
6 Anna Ct.  
Novato, CA 94945

Bruce Campbell (#1542)  
1462 Paseo Nogales  
Alamo, CA 94507  
37-41

Harold Mueller (#1543)  
210 Kent Rd.  
Lakeland, FL 33809

Carl Costantino (#1544)  
312 Prospect Ave.  
Erial, NJ 08081  
38-41

Bill Bailey (#1545)  
7207 Roundrock Rd.  
Dallas, TX 75248  
38-46

Vernon Dolleck (#1546)  
10730 Pacific St. Suite 242  
Omaha, NE 68114  
37-81

Phillip Murelaga (#1547)  
2515 Bruins Cir.  
Boise, ID 83704

Ron Moreland (#1548)  
4745 Mouse Creek Rd. N.W.  
Cleveland, TN 37312  
38-48

Francis Kredit (#1549)  
2319 S. Redwood Dr.  
Anaheim, CA 92806  
37-61

Rob Whitson (#1550)  
15510 SE 133rd St.  
Renton, WA 98059  
38-46S

Walter McCall (#1551)  
2281 Victoria Ave.  
Windsor, Ontario  
Canada

Jon Mathisrud (#1552)  
1860 Hunter Lane  
Mendota heights, MN 55118  
37-66C

Bayard Guild (#1553)  
11 Main St.  
Dover, MA 02030

Richard Bowman (#1554)  
1921 Edenville Road  
Chambersburg, PA 17201

Jerry Neal (#1555)  
13750 E. Palomino Dr.  
Fort Lauderdale, FL 33330  
37-46C

## **Back Issues Still Available!**

**The following Back Issues of the Torque Tube are available for  
\$4.00 each postpaid in USA and Canada. All other countries \$5.00 per copy.**

- 1991-1992 Volume X - Numbers 1, 2, 3, 4, 5, 6, 7, 8 & 9
- 1993-1994 Volume XII - Numbers 6
- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6
- 1999-2000 Volume XVIII - Numbers 1 through 6

*Please make your checks payable to:*

**The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA**

# Parts FOR SALE

## • PARTING 1937 AND 1938 BUICKS

The following is just a portion of what's available. Call with your needs.

### • 1937 PARTS

AA-1 Stromberg carburetor, complete.....	\$200
Coupe & convertible coupe seat.....	\$200
Accessory grille bug screen, good condition...	\$35
Century 3.9 gears, excellent condition.....	\$450
Grille, reproduction.....	\$200
Century wheels, excellent condition.....	\$100 each
Parts radio.....	\$25
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick crest badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75

### • 1938 PARTS

AAV-1 Stromberg carburetor, complete.....	\$200
Coupe and convertible coupe seat.....	\$200
Heater defroster motors.....	\$25
Special right sidemount fender, complete..	\$400
Large series wiper motor.....	\$25
Hubcaps, restorable.....	\$25 each
Special hood hinge.....	\$100
NOS left taillight housing and base, no lens...	\$50
Century motor, complete long block.....	\$500



Century hood tops and side panels.....	\$50 each
Fender lights.....	\$100 pair
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$100 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Century radiator.....	\$100
Special Lynn Steele runningboard rubber.....	\$200 pair
Used 5 post voltage regulators.....	\$25
NORS voltage regulator, new in box.....	\$60

• **1937-1938 PARTS**

Large series transmissions.....	\$300
Special sidemount covers, complete.....	\$400 pair
Special air cleaners.....	\$50
Radio hanger brackets.....	\$25
Large series flywheel with good teeth.....	\$100
Big Series spark plug cover.....	\$75
Headlight buckets.....	\$20 each
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Front license plate bracket.....	\$35

**Dave Tacheny (#997)**  
**11949 Oregon Ave. N.**  
**Champlin, MN 55316**  
**(612) 427-3460**

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(Parts For Sale continued from page 25)

• **1938 SPECAIL MODEL 41 PARTS FOR SALE: MAKE OFFER** No reasonable offer refused.

- Fuel Pump
- Complete Carter Carb. used with starter switch
- Starter
- Transmission, 3 speed, partially disassembled
- Radiator
- Gas tank with sending unit
- Front bumper with brackets
- Rear bumper with brackets
- Hood
- Front nose
- Right Side panel
- Left side panel
- Some side chrome
- Complete Rear End and Torque tube
- Bumper Guard
- Horn
- License plate holder
- License plate bracket
- 3 Inside door handles with mechanism
- 2 Inside window handles
- Vent window handle with mechanism
- Radio Knob
- Speedometer and gauge cluster for dash
- Bright light switch
- Parking light lenses, plastic
- Headlight switch
- Headlight ring
- Ashtray
- 2 taillight gaskets
- Wiper holder
- Dome light cover
- Radio antenna with cable
- Windshield washer kit
- Distributor
- Dole temperature control valve
- 2 rear shocks
- 2 rear springs
- 2 front drums with bearings
- Rim
- 2 sets of generator brushes, new
- 2 sets of starter brushes, new
- Some literature

Make an offer for all or some of these parts. Please call between 6:00p.m. and 9:00p.m. CST

John Gillio (#1016)

15329 Ridgeland, Oak Forest, Illinois 60452

Phone: (708) 687- 4303 E-mail: jondon17@prodigy.net

• **1937 PARTS FOR SALE: MAKE OFFER**

1937 Roadmaster front brake drums and front spindles.

Doc Scantlin (#1150) 2824 Ridge Road, Huntingtown, MD 20639

Phone: (301) 855-9102 E-mail: doc@docscantlin.com

## Parts WANTED

• **1937 PARTS WANTED:**

For 1937 Buick Special need:

- Both wind screen (windshield) glass & rubber (does not have to be good as long as its useable).
- Gear shift knob.
- Two rear window rubber seals, usable.
- Four rubber door seals in usable condition.
- One passenger side rear vent rubber seal.

I know I can purchase new rubber seals but I am putting this car back on the road on a shoe string budget. Thank you.

Mal Oneill (#1425)

78 Williams St.

Bishop Auckland

Durham County

England DL14 8RJ

E-mail: buickmal@lineone.net

Telephone: 44 0138 860 2800

• **1938 PARTS WANTED:**

For 1938 Roadmaster Sedan Model 81 need:

- Front drums and hubs (12 inches diameter) Cast iron. Part number 1288835 Fits 1936 60-80 Series 1937-38-39 80 Series
- Big Series sparkplug cover
- Generator mounting bracket
- Rear fenders, left & right (1938-39-40 Series 80-90)
- Two hub caps

Jari Vuorinen

Mantypolku 5

47710 Jaala

FINLAND

Fax: 358 5 3634508

E-mail: perhe@iobox.fi



# Parts WANTED

## • 1937 PARTS WANTED:

For 1937 Limited need: • Wheel Rims • Front Brake Drums • Front Suspension Pins and Bushings.

Doc Scantlin (#1150) 2824 Ridge Road, Huntingtown, MD 20639

Phone: (301) 855-9102 E-mail: doc@docscantlin.com

# Cars FOR SALE

## • TWO 1937s FOR SALE:

- 1937 Century Coupe, runs good, 98% complete, some rust.

**\$6,500.** or

**\$8,000.** with sidemounts

- 1937 Century 4-Door sedan Model 61. Solid and straight. Runs and drives good.

**\$4500.** or

**\$6,000.** with sidemounts

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

## • 1938 CENTURY PICK-UP FOR SALE:

1938 Century Custom Pick-Up Truck

(See March/April, 2000 Torque Tube)

All oak wood floor and outside trim. Radio, heater, window fan, tan leather interior, beige paint. Accessories: front bumper badge, grille guard, driving light, fender guides, dual outside mirrors, sun visor, rear turn signals (arrows). Have complete history since new.

**\$19,750.**

firm to 37/38 Club members until 3/30/01

**\$22,750.** to non-members

George Belanger, PO Box 256

Winthrop Harbor, IL 60096-0256

Phone: (847) 731-8224

## • 1938 SPECIAL FOR SALE:

1938 Special Coupe Model 46

Needs total restoration. Car is complete but needs lots of work.

**\$2500.00.** O.B.O.

John Baine (#1090)

Bradford, Ontario, Canada

Phone: (905) 775-2622

## • 1937 SPECIAL FOR SALE:

Dark Green 1937 Special Sedan.

Estate Sale. All original. The car was shown in the Philadelphia area before retirement to Florida by owner. Was in good running condition when garaged 3 years ago in Blountstown, Florida. Asking

**\$20,000.** or best offer

Call Joan Amoroso at: (610) 924-0494 - if no answer leave call back number and best time to reach you.



## • FOR SALE - 1937 CENTURY 60C:

1937 Century 4-Door Convertible Sedan Model 60C. Body off restoration some years ago. A beautiful maroon car. 410 made, 11 exported. Has vinyl interior. Some minor paint chips.

**\$32,500.** obo

Bob Ankenney (#1116)

Box 208

La Mirada, CA 90637

Phone: (714) 449-0114

## Cars FOR SALE



### • 1937 CENTURY FOR SALE:

Black 4-Door Trunk Back Sedan Model 61. Original tan interior. New wide whitewall tires. Original 37 Calif. plates. Fog lights. Runs great. Extras in trunk: Rebuilt Stromberg carburetor, manuals, fog lights, car cover. **\$7,500.**

Steve Nathanson (#656)

69 Terrace Rd.

Walnut Creek, CA 94596

Phone: (925) 947-6711

E-mail: MY37BUICK@aol.com

### • 1938 SPECIAL FOR SALE:

4-Door Trunk Back Sedan Model 41. Tan with brown interior, wide-white-wall tires, radio, heater, clock, push-button starter, oil filter.

Good condition, runs great.

An excellent 20 footer.

**\$7,500.**

Ben Jarvis (#1181)

923 Devore Rd.

Devore, CA 92407

Home Phone: (909) 880-8975

Office Phone: (909) 823-8000



## Cars WANTED

### • 1937 ROADMASTER WANTED:

4-Door Trunk Back Sedan Model 81 with low mileage. Recent restoration in number 2 or better condition. Also want a 1937 Limited, any model, in number 2 or better condition.

John Welby (#1497)

1665 Shipman Rd.

Oxford, MI 48371

Phone: (248) 628-8787

### • CENTURY WANTED:

1938, 1939 or 1940 Century. Car must be drivable.

Walter Lopic (#999)

682 Rt. 68

New Brighton, PA 15066



# Literature **FOR SALE**

• 1937 color catalog, 15 x 7, 32 p, .....	\$100.
• 1937 color folder, .....	\$45.
• 1937 factory photos, 8 x 10, b & w, 90 Limo, 2 dif, .....	\$9 each.
• 1937 used car invoice, 40 sedan, .....	\$10.
• 1937 June, "Buick Magazine", .....	\$15.
• 1937 mailer large non-color folder, "Buick Again!", 4 models shown, .....	\$30.
• 1937 owner's manual, .....	\$60.
• 1937 owner's manual, also lube chart, owner ID card, mint, .....	\$75.
• 1937-38 shop manual, Fisher Body, also Cadillac, LaSalle, Chevy and Pontiac .....	\$65.
• 1938 color catalog, 11 x 8, 32 p, plus covers, .....	\$85.
• 1938 color folder, full line, .....	\$45.
• 1938 factory mailing envelope, .....	\$10.
• 1938 factory photo, 8 1/2 x 13 1/2, Eight sedan, cut out in shape of car .....	\$18.
• 1938 factory photo, model 47 sedan, .....	\$12.
• 1938 factory photo, 8 x 10, model 40C convertible, .....	\$12.
• 1938 wooden nickel, "Buick Buck", Harrisburg Jamboroo, .....	\$25.
• 1938? owner service policy, .....	\$18.
• 1938 salesman's card, lists models, prices, accessories, 10/5/37, .....	\$15.
• 1938 non color folder, "News", .....	\$30.
• 1938 salesman's non color folder, "Automotive Analyst", Special vs Hudson-Eight, .....	\$15.
• 1938 owner's manual, .....	\$60.
• 1938 part color catalog, 8 x 4 1/2, 12 p, "Cyclone!", Dynaflex engine features .....	\$25.
• 1938 part color catalog, 8 x 4 1/2, 12 p, "Safety Cushions", Torque-Free Springing features .....	\$18.
• 1938 shop manual, self shifting transmission, series 40, .....	\$40.
• 1938 shop manual, supplement, self-shifting transmission, series 40, soiled .....	\$40.
• 1936-39? dealer blotter, .....	\$15.
• 1936-39? matchbook, .....	\$12.
• 1936-39 cardboard fan give-away from Bess Funeral Home, Chicago, IL, shows Buick cars, .....	\$35.
• 1939 color catalog, .....	\$85.
• 1939 color folder, full line, .....	\$45.
• 1939 factory mailing envelope, .....	\$10.
• 1939 factory photo, 8 x 10, Century 4-dr touring sedan, .....	\$12.
• 1939 "Buick Magazine", show issue, all models in color, .....	\$50.
• 1939 "Buick Magazine", Jan, March, April, May, July, Nov, Dec, .....	\$15 each.
• 1939 wooden nickel, 1 1/2", "Harrisburg Jamoroo-One 1939 Buck", .....	\$20.
• 1939 factory book, 8 1/2 x 11, 124 p, "Buick Parts and Service Bulletins", abridged edition VI, Sept 1, 1938 to Aug 4, 1939, softbound, .....	\$75.
• 1939 non color folder, "Big News", .....	\$30.
• 1939 owner's manual, .....	\$60.

## WALTER MILLER

6710 BROOKLAWN PKWY, SYRACUSE, NEW YORK, 13221 USA

PHONE: (315)432-8282 FAX: (315)432-8256 [www.autolit.com](http://www.autolit.com)

# Literature **WANTED**

## WANTED: TORQUE TUBE BACK ISSUES

• Vol: XI All • Vol: XII All except #2 and #6 • Vol: XIII All except #6 • Vol: XIV #1 and #2

Sverre Christofferson (Norway)

E-mail: [sverrech@online.no](mailto:sverrech@online.no)

# 1938 BUICK SPECIALS *BY VICTORY MODELS*

**\$125.00**  
each



In BLUE or MAROON

**VL-1 1938 BUICK SPECIAL SEDAN**



**1/43<sup>RD</sup>**  
**SCALE**



In BEIGE or GREEN

**VL-2 1938 BUICK SPECIAL BUSINESS COUPE**

CATALOG  
#33  
\$2.00



*Additional BODY STYLES coming including a TAXI - Also coming soon a 1940 Buick Super - SHIPPING \$6.00 first model, + \$1.00 each additional model  
Send Inquiries and Checks Payable to:*

**RAY PASZKIEWICZ, JR.**

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-09297



## 1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

## 1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

**SATISFACTION GUARANTEED. \$39.95 including shipping.**



**TERRY DUNHAM**  
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057

e-mail: [Buickohv@aol.com](mailto:Buickohv@aol.com) • web site: [www.OldBuickArchive.com](http://www.OldBuickArchive.com)



# 1937-38 BUICK



## DOORWEATHERSEAL-SPONGE

Glue-in.....DW-378.....	\$1.90 ft.
Clip-in.....DW-80.....	\$3.50 ft.
Clips.....WC-80.....	\$0.75 ea.

## DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
---------------------------	------------

## TRUNK SEAL-SEDANS, 1/2" Wide:

Ser. 80-90.....TW-371.....	\$38.50
Sedans, 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$38.50

## TRUNK SEAL For COUPES, 5/8" x 1"

Sponge.....TL-369.....	\$2.00 ft.
1/2"x1"x16".....TL-1129.....	\$48.50

## CLUTCH and BRAKE PEDALS Ser. 40-60

Black.....CB-343BK.....	\$6.25ea
Brown.....CB-343BN.....	\$6.25ea

## PEDAL FLOOR SEALS; All Models

FS-375.....	\$12.95 pr.
-------------	-------------

## 1937 ONLY! ACCELERATOR PEDAL Ser 40-60

Black.....AP-37B.....	\$32.00
Brown.....AP-37BN.....	\$35.50

## SHIFT BOOT, 1937-38 Series 40 Only!

Black.....	\$9.25
Brown.....	\$18.50
Series 80-90 Black Only.....	\$8.50

## DOOR SILLS; Trim To Fit

2-Door.....	\$69.50 pr.
4-Door.....	\$104.25 set

## GLOVE BOXES.....\$27.00 ea.

## PARKING LIGHT LENS.....\$18.95 ea

## CARB. KITS; CARTER

CK-360C.....	\$26.50
Stromberg CK-37XS.....	\$27.50

## TORQUE BALL SEAL KIT, All Models

TBK-343.....	\$27.00
--------------	---------

## VISOR "VANITY" MIRROR.

VM-379.....	\$28.50 ea
-------------	------------

## LICENSE PLATE FRAMES, Chromed Brass

LF-333P.....	\$62.00 Pair
--------------	--------------

## FRONT END PARTS For 40-60 Series:

Upper Outer Kit.....	\$39.50
King Pin Sets.....	\$39.75
Lower Inner Bushings.....	\$22.00
Tie Rod End.....	\$27.00

## EXHAUST MANIFOLDS

1937-38 Series 60-80-90	
ENDS \$192. Center \$192. Valve Body \$199	

## RUNNING BOARD INSULATORS, 1937-38

All Models, ALL NEW MATERIAL!	
4 Needed Per Running Board.	
RI-378S.....Set of 8.....	\$175.00

## HOOD REST PADS, 1937-38 6-8 Per. Car.

HR-378.....	\$3.50 ea.
-------------	------------

## DASH GLASS, SILK-SCREENED on Back of Glass in Colors as Original.

1937.....	SPEEDO.....	DG-37.....	\$39
.....	RADIO.....	RG-37.....	\$28
.....	CLOCK.....	CG-37.....	\$28
1938.....	SPEEDO.....	DG-38.....	\$39
.....	RADIO.....	RG-38.....	\$28
.....	CLOCK.....	CG-38.....	\$28

## PLASTIC DASH KNOBS.....DK-37/8..... \$6.00

## PLASTIC DOOR HANDLE and Window-Winder Rings.....HE-37/8..... \$6.00

## OUTSIDE DOOR HANDLE CHROME!

and RUBBER GROMMETS		
1 FERRULE & 1 GROMMET per Set.		
1937.....	DGF-296.....	\$9.50/Set
1938.....	DGF-380.....	\$5.50/Set

## DOOR FERRULE INSTALLATION TOOL

\$20 Refundable if Returned Within 30 Days	
DF-TOOL.....	\$29.25

## 1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....	\$9.75
----------------------	--------

## MOTOR MOUNT, FRONT, All Models

ROUND PADS.....SP-338.....	\$11.00 pr.
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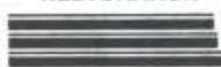
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